

Weather Data

WPR15FA269

Port Townsend, WA

9.28.2015

N8529G

Cessna 150F

KOS9 282015Z 34008KT 10SM CLR 17/09 A3005

Aviation Digital Data Service (ADDS)

Output produced by METARs form (2322 UTC 28 September 2015)
found at <http://www.aviationweather.gov/adds/metars/>

K0S9 282315Z AUTO VRB06G11KT 10SM CLR 18/08 A2998 RMK A02
K0S9 282255Z AUTO VRB06KT 290V010 10SM CLR 18/08 A2999 RMK A02
K0S9 282235Z AUTO 31006G12KT 10SM CLR 17/08 A2999 RMK A02
K0S9 282215Z AUTO VRB06G12KT 10SM CLR 17/08 A3000 RMK A02
K0S9 282155Z AUTO 35007KT 10SM CLR 17/09 A3000 RMK A02
K0S9 282135Z AUTO 35009KT 310V020 10SM CLR 17/09 A3001 RMK A02
K0S9 282115Z AUTO VRB06G12KT 10SM CLR 17/09 A3002 RMK A02
K0S9 282055Z AUTO 34007G14KT 310V010 10SM CLR 17/09 A3003 RMK A02
K0S9 282035Z AUTO 33007G15KT 280V360 10SM CLR 17/08 A3004 RMK A02

New Carburettor icing-probability chart

To work out dew point depression:

$$\text{Temp} \text{ Minus } \text{Dew Pt.} = \text{Dew Pt. Depression}$$

To use this chart:

- obtain the temperature and dew point
- calculate the difference between the two. This is the 'dew point depression'
- for example, if the temperature is 12° C **①** and the dew point is 2° the dew point depression will be 10° **②**
- for icing probability, refer to the shading legend appropriate to the intersection of the lines **③**
- for relative humidity, refer to the right hand scale **④**

- Serious icing** – any power
- Moderate icing** – cruise power; **Serious icing** – descent power
- Serious icing** – descent power
- Light icing** – cruise or descent power

